



**THE BELLE GLADE NEWS**  
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**FLORIDA CATTLE  
WAX FAT**

Florida cattlemen are increasing the size of their animals at the expense of the milage. There was a time when cattle on the range had to go at almost a lope all day in order to get a bait of grass. Sometimes they traveled at a speed that took off the flesh faster than they could put it on. But now the cattle are provided with lush pastures and are getting too fat to be in the good racing condition that kept them alive on the range.

Pastures have slowed them down to less than a walk, and where the carpet grass has got a good hold the cows take two or three rods at every mouthful. The animals now are no longer good for racing or even for walking, so they carry them from place to place in trucks. This has almost killed the hunting dogs that the animals try to jump into every track they see like hunting dogs. This naturally disgusts the cattlemen so now when the beasts get too fat they sell them to the butcher as about the only thing they are good for. We helped eat one of these coddled year-

lings the other day and we must say it's an insult to Florida cattle to compare them with Western beef. The new pasture-fed cattle don't have the physical endurance of the conditioned pine-woods marathon runner, but when they come on the table they can give a handicap to all rivals.

They are no longer streamlined for speed, but they have already brought the industry into the national limelight because of the conditioned pine-woods marathon runner, but when they come on the table they can give a handicap to all rivals.

Orlando Sentinel.

**FLORIDA'S NEW  
FIRST LADY**

By nominating Spessard Holland for the governorship, voters also nominated for the position of first lady of Florida, a gracious, cultured woman who will preside over the mansion in Tallahassee with becoming dignity and charm.

It was to Lakeland that dashing young Spessard Holland came to win his bride after her action in the world war which won for him a citation for distinguished service.

She was Mary Groover, and to numerous Polk counties who have known her since her girlhood, she is just plain, hospitable Mary. She is friendly, sympathetic and vivacious woman, and is intensely devoted to her illustrious husband and their four children.

She has an intelligent interest in public affairs and is splendidly qualified in all the obligations that will fall upon her as the wife of the governor. —Lakeland Ledger.

**FULLER'S  
FULMINATIONS**  
by Fuller Warren

(Editor's Note: Fuller Warren, recent casualty in the conservative movement, has turned columnist. So entertaining and interesting is Fuller's "stuff" that we plan to use it now and then.)

The verdict of the voters in the first primary election set the seal of silence on this class, gave promise of being very vocal during the ensuing four years. Not being permitted to be heard from the hustings during the coming campaign, I have been forced to try to become an uncompensated columnist. In this way I hope to keep alive those pleasant relations I have enjoyed with the people of Florida for the past several months. I hope to sound off every week in this excellent organ of enlightenment and civic progress.

It is meet and proper that I should make a statement of policy as a political pundit. This should have been done in my maiden message last week. But I was still a little "shell-shocked" then from the barrage of ballots that were cast for other candidates, and I completely forgot to set forth a statement of policy. I am resolutely determined to be verbose and prolix. I will never use one adjective where ten can be crowded in. I will not be so much concerned with the meaning of words, as with the appeal they make to the aesthetic sense. In short, I will be more concerned with sound than with sense. I propose to do a little light plagiarizing, but I will earnestly strive to avoid violating the copyright laws. And in turn, every body may crib my stuff without giving me either credit or cash.

**AT THE  
CHURCHES**

**CANAL POINT COMMUNITY**

Rev. M. O. Slawson, Pastor  
10:30 a. m. Church School  
Morning Worship 11:00 a. m.  
Young Peoples Service 7:00 p. m.  
Evening Worship 8:00 p. m.  
Wednesday 8:00 p. m. Mid-Week Prayer Service.

This being the last week of the Conference year the pastor wishes to express his appreciation for your cooperation and friendship.

**CANAL POINT**

**BAPTIST CHURCH**

J. Jordan, Pastor  
Sunday School meets at 10:00 o'clock. Classes for all ages.  
Morning Worship at 11:00 a. m.  
The singing people meet in the Training Union at 7:30 p. m. on Sunday evening.  
The Evening Hour of Worship begins at 8:00. The sermon will be by the pastor.

**SOUTH BAY**

**COMMUNITY CHURCH**

H. E. Trevelhan, Pastor  
10:00 o'clock Church School.  
11:00 o'clock Morning Worship.  
7:00 p. m. Young People's meeting.  
8:00 p. m. Evening Worship.  
The public is cordially invited to attend all services of the community church.

In fact, I feel flattered to have some of my stuff "titled" by other literary lions.

These weekly "state papers" will deal primarily with politics. But occasionally I will vent my spleen on my course and give a little home on home, a short sermon on service, of an erudite essay on education. In the said discourse, I might ever touch lightly on finance, and occasionally make a brief excursion into the realm of romance.

I am not going to write anything about anybody, like everybody. I have no fault to find with anybody. I think it is none of my business what my neighbor does or fails to do, so long as he doesn't violate any of the other person's rights.

I don't like a lot of conditions. And I find fault with some institutions. I may occasionally make a pot-shot at some condition of institution, but for reasons that are quite obvious, I will assiduously refrain from making any attack on the great institution that is publishing this stuff no matter how I may feel.

The recent campaign confirmed my faith in the fairness of the public and the press. I addressed many people who I knew had little regard for me personally, and less regard for my platform, but they were always courteous and considerate in the hearing they gave me. I was heckled only one time, and then by a drunk. The people were always generous with their applause, even if they were a little stung in places with my words.

I found that the people are very well informed about public matters. Several times when I inadvertently made a misstatement of fact about a public question people would come up after the speaking and politely correct me which I always appreciated.

I was encouraged and reassured to learn of the wide-spread interest in their government. A few years ago it was feared that the apathy and indifference of the people to governmental problems would produce disastrous consequences. But there is no longer any ground for that fear. The tremendous crowds that turned out to hear candidates in almost every part of Florida in the recent campaign showed the interest the people have in their government. And the overwhelming majority that voted and tried to vote, and were prevented from doing so by the voting machines, further proves the genuine interest the people have in public problems. So long as our citizens continue to discharge the duties of good citizenship by attending political rallies, studying candidates and issues, and going to the polls and voting on election day, nobody need have any fear for the future of democracy.

I have long had a respect for the press that amounts almost to a worship. I cherish a free press equally with free speech. I have followed the fight for a free press in America from the days of John Peter Zenger in 1734 down to the recent decision of the U. S. Supreme Court, declaring unconstitutional a Louisiana law that sought to license the press. And I have rejoiced every time an assault upon the freedom of the press has been repulsed. I have long realized that a free press is the grand palladium of the people's liberty and freedom.

But I have also realized that

it was not enough for the press to be free. If it is to truly serve its great function in a democracy it must also be FAIR.

I found the Florida press in the recent campaign to be absolutely fair. None of the dailies and few of the weeklies supported my candidacy for Governor, but all of them, with one lone exception, were generously fair. The news accounts of my speeches were given a strictly factual treatment, and they were accorded a prominence equal to that given to the paper's chosen candidate. The editorial comment on my candidacy was not exactly as I would have written it, but it was never libelous or untrue. A few times I was struck by editorial blows, as a result of a wild swing induced by the frenzy of political partisanship for the day occasionally my papers' editorial comment was not exactly as I would have written it, but it was never libelous or untrue. A few times I was struck by editorial blows, as a result of a wild swing induced by the frenzy of political partisanship for the day occasionally my papers' editorial comment was not exactly as I would have written it, but it was never libelous or untrue. A few times I was struck by editorial blows, as a result of a wild swing induced by the frenzy of political partisanship for the day occasionally my papers' editorial comment was not exactly as I would have written it, but it was never libelous or untrue.

I was gratified to learn that there is an essential unity between the people of all parts of Florida. Before the campaign I had heard a lot of talk about a "settled animus on the part of people in some parts of Florida against people living in other parts of the State." I didn't feel any such feeling. I didn't ever find any pronounced feeling of the part of small counties against large counties.

I found that the people of all Florida are almost one big family. And that is not just a truism of speech. It is literally true. I met hundreds of people from South Florida who had moved there from North or West Florida. They had kinfolk back up where they came from. Many of them keep up a correspondence with the folks back home. They are almost as interested in what happens back where they move from as they are in what is going on where they are living. This makes for an essential unity in all the people of Florida.

And I found that there is a growing realization that what adversely affects one part of Florida ultimately hurts the entire State, and that what helps one part of the State ultimately benefits all Florida.

I had hoped to reach the point of this alignment, imparting some of the political trivia I picked up in my travels over the State. But I have allowed myself to become so absorbed in a perceptive philosophical disquisition on the social and ideological aspects of the campaign that I had planned to pass out today.

Next week I hope to tell you the fantastic tale of a sheriff who got himself re-elected by deliberately and willfully running over a cow and a litter of piglets. An exclamatory utterance of the patriarchs of ancient times, signifying that they had said "I mouthful."

**INVESTIGATED MURDER**

The June grand jury in a one day session at West Palm Beach investigated the murder of George Evans, at South Bay, on April 20th, and recommended that Henry Barber, who has been held on suspicion, be released from custody, pending further investigation by the state's attorney. Evans, the body was found in his car in the canal near Little Cuba, where it was alleged that Barber and Evans had engaged in a fight.

**Summer Months  
Demand Special  
Vigil in Driving**

**Children and Young Folks  
Particularly Subject  
To Accidents**

Driving in the summer when all of the 30,000,000 vehicles on the country seem to be out on the same time, can be a pleasure or a nightmare.

After consulting with many experienced motorists, the National Conservation Bureau, accident prevention division of the Association of Casualty and Surety Executives, issues a set of hints which, if followed, will save the driver and his family much grief during coming months.

The number of serious motor vehicle accidents began to climb during early summer, and continues to rise almost without a break throughout the warm months. Bureau reports point out on the basis of three-year averages. Younger people suffer most from traffic mishaps during this period. According to the latest complete figures, children under five have the highest proportion of traffic deaths in July and August. August also is the high month in the 5 to 14 year group, while September is the peak for persons 15-24 years of age.

Pedestrian deaths from motor vehicle accidents, the Bureau points out, start climbing rapidly in July and continue upward until the end of the year. Summer months, incidentally, are among the highest not only for motor vehicle fatalities, but for all types of accidental deaths.

**How To Live Longer**

To motorists who would avoid trouble on the road this summer the National Conservation Bureau offers the following hints:

1. If you are a family man planning an automobile vacation in a fairly close budget, keep in mind that every ten miles add to the speed rate adds dollars in gasoline and oil costs and in tire and engine wear. The added strain may also cause some parts to wear that under slower driving might have lasted a long time.

2. Skidding around curves is a frequent cause of automobile accidents. One may skid even if the road is dry. Sand or pebbles collected on the outside of a curve may prevent the tires from gripping the pavement while the car is off balance in making the turn. The way to be safe is to slow down before the curve, if the road is wet, and always, wet or dry, at curves.

3. Rain brings two difficulties to the driver. It tends to make the road surface slippery, and it decidedly reduces visibility. The best method of meeting both dangers is to reduce speed.

**Keep Inside That Line**

Over-taking is another prolific source of danger on crowded summer highways. Improper passing is the result either of ignorance or unjustified haste. The humble line of the middle of the road, now used in some states at night, is a safe guide for the driver. It allows and should never be violated.

5. Because of longer daylight many drivers are tempted to stay on the wheel too long. Try to breathe your way through large cities after doing 200 or 300 miles a made more dangerous by fatigue. Pushing on at night after having a good part of the day is doubly hazardous, as it adds fatigue to the normal hazards of night.

6. When more than one person occupies the car on a long trip, use the exchange system of the more experienced driver. Take the wheel through cities and in crowded highways, then give over to the relief driver on the "easy stretch."

7. Heat punishes tires greatly, especially on long runs. It's a good idea to get out and check the tires when you stop for gas on the road.

8. The experienced driver not only senses information about traffic conditions on the main highways over which he is to travel, but tries to avoid being year large cities on week-ends and holidays.

9. If possible, plan to follow road roads where traffic is comparatively light rather than over-excess highway. It is usually a heavy.

10. Another holiday-driving tip is to start out early and start week early.

**3 MORE MONTHS**

Report has it that it will require another three months to see the suffering of Road No. 26 from South Bay leading into Ft. Lauderdale and Miami.

**New Sinclair Gas  
Is Well Received**

"Sinclair dealers in this area have been supplied with the new Double-Range Sinclair gasoline," according to A. E. Kirchman, agent for the Sinclair Refining Company in this territory. "Motors in this community," Mr. Kirchman pointed out, "now have an opportunity to try in their own cars, the result of the latest advancement in petroleum refining."

"The outstanding feature of the new Sinclair gasoline," Mr. Kirchman stated, "is the fact that it has double-range anti-knock. It actually gives high anti-knock performance in the low-speed range and the high-speed range as well. Some gasolines," Mr. Kirchman continued, "may give high anti-knock in one of the other of these ranges of speed but not in both."

"The low-speed range," Mr. Kirchman explained, "is from 10 to 45 miles per hour where you need knockless power for ordinary pick-up in traffic. The high-speed range is 45 miles per hour and higher where you need extra anti-knock for travel on the open highway or for sudden spurts of speed to pass other cars."

"In actually manufacturing a gasoline to deliver double-range anti-knock without extra cost, Sinclair technical experts employ two different methods to produce the double-range quality in Sinclair H-C gasoline. One method makes use of newly developed cracking processes which control the type of hydrocarbon in the finished gasoline. The other method is through the addition of tetraethyl lead."

Mr. and Mrs. Henry Barwick and children have gone to Thomasville, Ga. for a visit with relatives and on business.

**To All Voters:**

Mere words would be wholly inadequate to express my grateful appreciation for your wonderful vote in the Primary of May 28th, 1940, and I can only say — THANK YOU FROM MY HEART.

**J. L. GRIER**  
SUPERVISOR OF REGISTRATION



**Use Sinclair Stock Spray**

**A. E. KIRCHMAN**  
BELLE GLADE, FLORIDA

Believe me. Hot weather driving can bring trouble unless your car is ready for it. So why not play safe and have your car Sinclairized for Summer today? See your nearby Sinclair Dealer.

**SINCLAIR-ize YOUR CAR FOR SUMMER**

**A. E. KIRCHMAN**  
BELLE GLADE, FLORIDA

**A V-8 OUTPERFORMS A SIX**  
and gives more miles per gallon



**WE TRADE**

Power and getaway—plus record economy! That's what you get with Ford's efficient V-8 engine. It performs more brilliantly—gives more miles per gallon—than any other of the three volume sellers.

Yes... the smart 1940 Ford V-8 is a bigger money's worth in everything!

Just slip behind the wheel. Look at the finely tooled instrument panel, the luxurious interior appointments. Notice the extra leg room, the soft, comfortable seat cushions.

Then drive it! You'll be amazed at the steady big-rider. You'll marvel at its handling ease, with the new finger-touch gearshift on steering post, and the responsive hydraulic brakes—biggest ever used on a low-priced car.

See your nearest Dealer today! You'll agree Ford has more than low price ever bought before.

**FORD V-8**  
Different from any low-priced car you've ever seen

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